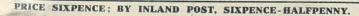
THE ILLUSTRATED

WAR

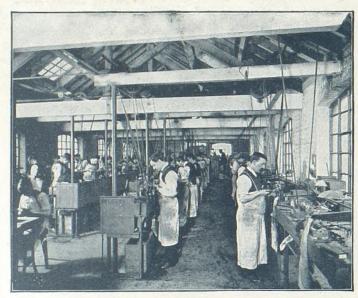
NEWS



PUBLISHING OFFICE: 172, STRAND, LONDON, W.C.

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

— LONDON FACTORY— "SWAN" PENS



The illustration shown here is of a turning-shop in the "Swan" factory situated at 319 to 329, Weston Street, on the Surrey side of our own capital. It is here that the raw material in the shape of solid vulcanite rods goes through process after process from machine to machine, trapping, polishing, turning, drilling, engraving, fitting, testing, and many more "ings," until at last, after passing through many skilful hands, the "Swan" Pen emanates, and is transferred to Headquarters for distribution the world over.

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The Illustrated War Mews.

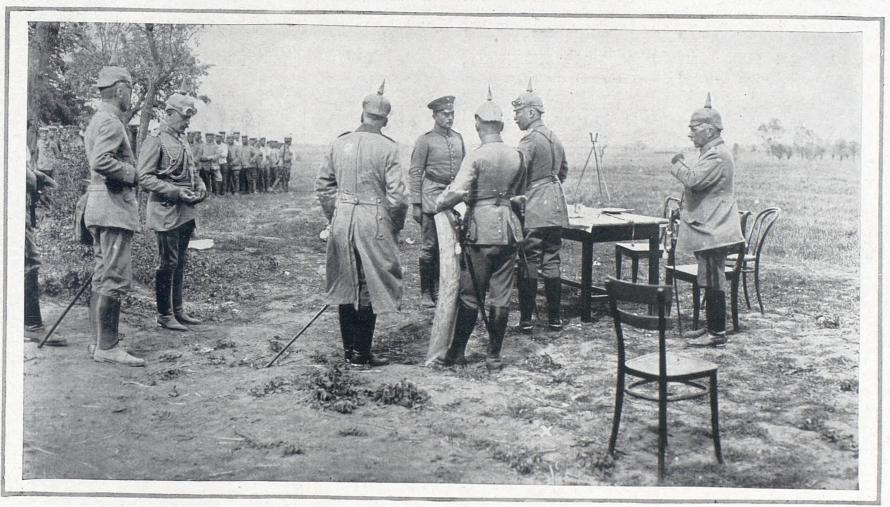


Photo. Newspaper Illustrations.

WHITE OF MOUSTACHE AND MUCH AGED: THE KAISER (X) IN THE FIELD—A VERY RECENT GREAT-WAR PHOTOGRAPH.

THE GREAT WAR.

A GREAT deal of incident has been packed into the last few days: the German thrust in Galicia has attained a success in the fall of Przemysl, there has been an air-raid over London, there has been fighting



CAMPAIGNING IN TROPICAL HEAT IN GERMAN SOUTH-WEST AFRICA: MEN OF THE TRANS-VAAL SCOTTISH—NOT FORGETTING THE CAT: The march to Windhoek, the capital of German South-West Africa, was made by General Botha's forces in tropical heat across a desert region, where the enemy had destroyed or polluted the scanty water supplies. Brigades of Transvaal burghers were among the imposing column that entered Windhoek.—[Photo. by Stanley.]

in Gallipoli and activity along the Italian border and in the Adriatic, and there have been air-raids against the German lines, and another coup has been registered to one of our submarines. These and a number of minor military events have happened, and in the political sphere much has happened also.

I wish to emphasise this

I wish to emphasise this activity of the nations at war, because along our own particular western front there has been no particular activity. Certainly there has been fighting in the Arras-Lens area; there has also been some fighting near Ypres; but apart from these points very little has come to hand. This is a state of things worth noting. It seems to me that it is ominous, not for us, but for the Germans. We know certain things about the Allies in the west. We know from their own reports that they are well found in troops, and now (as far as the French are concerned, anyhow) well found in munitions; and strong and well-equipped troops are not kept-apparently-idle without purpose. Moreover, we

remember certain other spells of quietness. One was manifest between Aug. 27 and Sept. 8 last year. It was the calm before the Marne. There

was another in late September, and out of it Ypres, quite surprisingly, developed. (It must be remembered that Ypres represented an Allied offensive quite as much as it represented a German offensive.) We have now another spell of quiet. It may mean nothing at all—many things in war that are apparently subtle mean nothing at all—but for the next few weeks it may be wise to keep attention fixed on the west.

The fall of Przemysl calls for disappointment rather than for immediate anxiety regarding the Russian forces in Galicia. The second fall of the much-battered town was anticipated, though there was hope that the Russian forces in Galicia.

sians, by counterattacks on a large scale, or by reinforcements on a large scale, might hold the enemy off. The town itself lost much of its effectiveness in March last, when the Austrians destroyed its fortifications and the Russians took it. The loss would be of gravity if the Germans managed to capture a considerable Russian force with its guns in taking the town. This does not appear to have been the case. At no time was Przemysl encircled, and the enemy admit themselves that, in spite of their shelling, our Allies were able to pass troops and guns and stores east-[Continued overleaf.



OBJECTIVE OF A FRENCH AIR-RAID: THE GERMAN CROWN PRINCE ABOUT TO DON HIS FUR COAT ON LEAVING HIS QUARTERS.

"Twenty-nine French airmen," it was stated in a Paris communique of June 3, "between four and five o'clock this morning bombarded the Headquarters of the Imperial Crown Prince. They dropped 178 bombs... and also several thousand darts."—[Photo. Newspaper Illustrations.]



THE WHEELS COVERED WITH STRAW TO KEEP THEM COOL: ARTILLERY WAGONS IN A SQUARE AT CAIRO PROTECTED FROM THE SUN.

effect upon artillery, especially upon the tyres of wheels, and these, as our photograph shows, are covered chiefly the accommodation of wounded and prisoners from the Dardanelles, and has recorded no with straw to protect them from the sun. The photograph was taken in the square of the famous further attacks on the Suez Canal. It was reported recently from Cairo that most of the Turkish forces Kasr-en-Nil Barracks at Cairo. Similar coverings for artillery are, of course, used in the field as a in Sinai and Syria had been withdrawn to assist in defending the Dardanelles, -[Photo. by Topical.]

The excessive heat of the summer sun in Egypt and other places of similar latitude has an injurious | disguise to conceal the position of guns from hostile aircraft. Recent war news from Egypt has con-

ward as soon as the danger was realised, and to continue the evacuation during the whole of the fighting for the works, which was particularly fierce. It is probably a fact also that the Russian Army will gain in strength now that it no longer has to hold so big and dangerous a salient as the town necessarily enforced upon its line. Our Allies will no doubt find a new defensive front west of Lemberg, and the world will be called upon to witness a battle equally fierce before that town is either captured or saved. The German communiqués give the impression that an

offensive, particularly from Stry. which is in German hands, is being carried forward with singular vigour, and that again heavy artillery, and a great deal of it, will be employed to attain Germanic success. The latest Russian reports do not at all agree with this German optimism. Our Allies not only detail German repulses in the Stry region, where the enemy has been obliged to fall back to the Dniester bridgehead, but they also report emphatic setbacks to the German Galician line at Novoselitz and between Przemysl and

the Dniester.

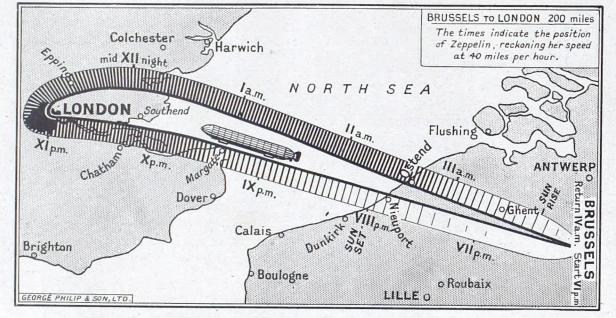
Whether these are minor encounters or whether they may be preludes to a larger movement we cannot say yet, though our Allies speak of our enemy's loss as great.

Russia, however, has had time to gauge the new method and the full power of her opponent, and she should plan her line to hold the onslaught, which, from its excess, may be in danger of running down. In any case,

it must be remembered that all this fighting has been done in Austrian and not Russian territory, and that, if the Germans have checked the Russian advance for the moment, they have yet to succeed in turning the invader out of Galicia and attacking Russia in turn. Higher on the front attacks have been made against the Russian line along the Bzura and Rawka sector. Although asphyxiating gas was used unstintedly, these attacks have made no impression—and in one case, indeed, the wind played Germany false and drove the fumes back over the enemy's line. In the

Shavli district our Allies appear to be making good if slow progress in the face of strong resistance.

In the west, fighting of great bitterness and progressive success continues. The French are battling their wav east of the sugar - refinery towards Souchez village, and also in the district of the "Labyrinth " south-east of Neuville St. Vaast. Many prisoners have been taken, and trench after trench has been gained. With the ingenuousness of their race. the Germans have claimed a victory in this sector, the sugar - refinery, and no less, having fallen



THE ZEPPELINS' GOOD AND BAD HOURS: AN IMAGINARY ROUTE FROM BRUSSELS AND BACK.

It must be distinctly understood that the route and times here suggested are purely hypothetical, and do not represent any course actually known to have been followed by Zeppelins, or intended to be followed. The dark shading indicates the present hours of darkness available for them.

into their hands. It was a perfectly true statement; but, like many German statements, it was coy on the side of completeness. Having captured the refinery, they were driven out of it again by the French, and they have not been able to retake it since. Our own troops have shown some activity on the Ypres front, and have captured with the bayonet the Château of Hooge near the Ypres-Menin road. Hooge and its neighbourhood

[Continued overleaf.









THE WAR IN GERMAN SOUTH-WEST AFRICA: GERMAN GUNS CAPTURED DURING THE BRILLIANT CAMPAIGN OF THE UNION FORCES. Many well-fought actions preceded General Botha's capture of Windhoek, the capital of German South- were recovered and both the enemy's field-guns were captured, as well as several Maxims; 7 officers,

West Africa. An official statement of May I, describing General Sir Duncan Mackenzie's victory near and about 200 men were taken prisoners. . . . The performance of this flying column . . . con-

Gibeon, stated: General Mackenzie attacked at dawn with the 7th and 8th Mounted Brigades and the stitutes a most brilliant feat of arms and endurance." Our photographs show: (1) A German gun at 12th Citizen Battery, dispersed the enemy, and pursued them some twenty miles. All our prisoners Pfovie; (2) A German gun-team at Pfovie; (3) German machine-guns and ammunition; (4) A German gun.

is historical; it was here that the British Staff had its headquarters in the dangerous days of Ypres in November last; it was here, too, that the Staff was shelled, several members killed, and General Lomax wounded.

The Italian advance still continues to produce nothing more definite than a series of frontier episodes of no great military meaning; as yet

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WHERE THE ITALIANS ARE MAKING THEIR ADVANCE EASTWARD: THE CARNIC ALPS AND THE ISONZO RIVER ON THE FRONTIER, WITH TOLMINO, WHERE THE ENTRENCHED AUSTRIANS ARE FIGHTING HARD.

Nero and Tolmino, where an engagement of some fierceness is in progress. Along the rest of the frontier line Italy is making herself master of the passes, an advance to the west of the Monte Croce Pass being registered. An item of some importance is the Italian report that the armoured fort of Luserna has been destroyed. The modern works of Vezzena are also reported to have been demolished, and the Italians have not only captured this position, but have driven the Austrians out of the village of Vezzena itself. On the Trentino frontier the Italians have pushed forward for about a dozen miles without any profound opposition.

On the sea and in the air the Italians have also shown considerable dash. In the beginning of the week their dirigibles flew over the naval base of Pola, and dropped bombs on the railway station, the petrol depôt, and the Arsenal. Fire was seen to break out in the latter place, and, although the Austrians endeavoured to bring the Italians down with

gunnery, the shelling was without effect. On the following day a destroyer flotilla attacked the Austrian torpedo station at Monfalcone, north of Trieste. They shelled the docks, and were shelled in return; but whereas they were able to steam off without hurt, much damage was observed by the Italian commanders. The Austrians, so far, have exhibited a settled lack of initiative, but this does not mean that they are idle. It is possible Austria will play for time, for she is giving a great deal of attention to the Galician front. This is Italy's opportunity, and, once her mobilisation is fully accomplished and her armies are in line, we may see a bold, swift blow struck upwards against the Dual Alliance.

After a short spell of quiet, fighting in the Gallipoli Peninsula opened again, on the initiative of the enemy, with great violence. An attempt to mine our trenches was checked, and the assault that trod at the heels of the Türkish attempt was driven back by heavy counter-attacks which

dealt out abundant loss to the Turks. The Ottoman attack was flung forwardin mass, and, though maintai ned with great courage, it was broken to the point of demoralisation by the keenness of the Allied fire. While Turkey was being repulsed, the French were able to capture an im-

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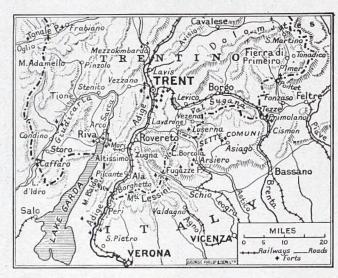
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WHERE THE ITALIANS ARE MAKING THEIR ADVANCE NORTHWARD:
THE TRENTINO DISTRICT, IN WHICH ALA HAS BEEN OCCUPIED,
SHOWING THE AUSTRIAN FORTS GUARDING TRENT.

portant redoubt on the extreme left of the enemy line, and to hold on to that gain in the face of all effort to turn them out. Unofficial reports lead us to understand that this state of activity has been continued, that fierce fighting is in progress, and that our front has made a distinctive

[Continued overleaf.



ACCLAIMED BY THE PEOPLE OF ROME: THE KING OF ITALY, QUEEN HELEN, AND THE ROYAL FAMILY ON A BALCONY.

The entry of Italy into the war has given intense satisfaction to the subjects of King Victor Emmanuel III., and the announcement was the occasion of a clamant demonstration of delight and loyalty. In the King's message to King George, on May 25, King Victor said: "The ancient traditional friendship

the common enemy," and King George, in his reply, said: "It is a source of deep gratification to me that our two countries are now closely allied in a great and noble cause against a common enemy, and I feel complete confidence in the success of our united efforts in conjunction with those of our Allies." between the Italian and English peoples is now strengthened by the bond of blood in the war against | In King Victor's stirring Proclamation the same confident note was struck.—[Photo. by Morano Pisculli.]

advance. The Turks are having an unpleasant time in other spheres of the war. The Russians have been pushing forward quietly and steadily in Turkish Armenia, and have met and defeated the Turks and Kurds in decisive fashion in the region of Meliazghert and elsewhere. At the same time, our own forces on the Persian Gulf have undertaken an

offensive movement which has been a complete success. Advancing north from Kurna by boat and by wading, the enemy's position was successfully turned, and the Turks were driven from two miles north of Kurna to thirty-three miles north of Kurna.

This week should have been a most auspicious one in the realm of the enemy's air arm, for at last, after many threats, the Zeppelins have found their way to the outskirts of London. The Metropolis was not devastated, and the people in the listricts of the capital which experienced this .ew phase of "frightfulness" have shown no disposition towards excitement. Indeed, the most provoking thing to Germany must be London's unequivocal calm. Again the attack appears to be devoid of military significance. Six people were killed, and all were of utterly unmilitary condition, being old men

RENDERED HOMELESS BY THE INTERNMENT OF THEIR MASTERS: DOGS BELONGING TO ENEMY ALIENS CARED FOR AT THE ANIMALS' HOSPITAL, KNIGHTSBRIDGE.

British kindness to animals is well illustrated in this photograph, which shows how the innocent pets of interned enemy aliens are looked after during their masters' enforced absence.—[Photo. by L.N.A.]

and old women when they were not children; the damage does not appear to have been extensive, and the whole business was rather a fiasco than a feat. Another raid on the east and south-eastern coast was as futile. On our side, a raid of twenty-nine French aviators succeeded in getting above the headquarters of the German Crown Prince, and, in spite of heavy shelling, managed to drop 178 bombs, as well as thousands of darts, many of which struck the objective. These aerial attacks are object-lessons of the methods employed by the Germans and the Allies. The submarine

warfare of the opponents also furnishes the same lesson. This week the Germans, by a spurt of energy, have destroyed fourteen unarmed mer chant - vessels; most of them small. At the same time, the Admiralty reports that a British submarine has again penetrated into the Dardanelles, and has sunk a large German transport in Panderma Bay. The Allied attacks on sea and land have an invariable military object; the German attacks have not. It is to be seen which method will have the most effect on the final decision of the war, though those who know the Allies and the Germans can have little doubt about this. Murder as a military art can have no meaning save that it is an incentive to punishing the murderers.

W. Douglas Newton. London: June 7, 1915.

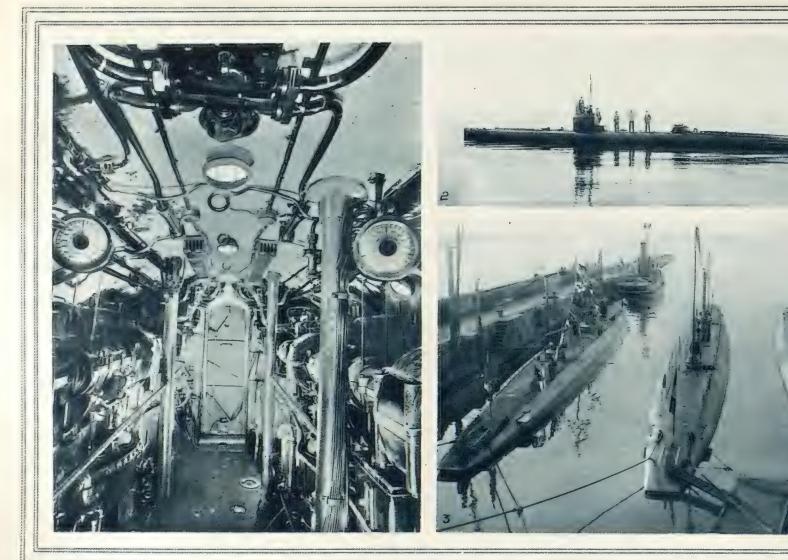
In connection with the portrait in our last issue of Lieut. - Commander

Martin E. Nasmith, the hero of a submarine exploit at Constantinople, we much regret to find that we inadvertently stated the name of his ship as submarine B II, whereas, of course, it should have been the E II.



THE GALLIPOLI LANDING FROM THE ENEMY'S STANDPOINT: TURKS ATTACKING THE INVADERS NEAR GABA TEPE—BY A TURKISH ARTIST. Some interesting Turkish stories of the fighting in the Gallipoli Peninsula are given in an official message | it was our turn to suffer heavier losses in a series of desperate but unavailing counter-attacks. I was from Cairo. "Turkish prisoners who have recently arrived in Egypt," it states, "say that the Ottoman losses have been terribly heavy. . . . 'The landing,' said an Arab officer who is among the prisoners, was costly and difficult, but it was boldly carried out, and, your troops once established on the peninsula,

made prisoner a fortnight ago. We had then lost at least 40,000 killed and wounded.' . . . Prisoners say that . . . the naval guns at times were most effective." The drawing shows a Turkish attack on Colonial troops at Ari Burnu, near Gaba Tepe. Ships of the Allied fleet are seen in the background.



THE INTERIOR OF AN ITALIAN SUBMARINE: CRAFT OF OUR LATEST ALLY'S UNDER-WATER FLOTILLA.

Italy has in commission, as far as is known, 20 submarines of four classes, ranging in size from 220 to 700 tons. Photograph No. 1 shows the motor-engine compartment of one of the 250-ton boats built at Spezia by the Fiat San Giorgio Company, Constructors to the Italian Navy. The fuel used for surface-cruising is benzine, and the engines develop from 720 to 800 horse-power. Tandem-motors are

fitted to each shaft for submerged running, provided from electric accumulators. No. 2 shows a Foca type, medium-sized submarine, a Fiat San Giorgio pattern of boat, with a radius of action of upwards of 900 miles, and 13 knots surface-speed. No. 3 shows a tactical group, or "escadrille," of Italian submarines, lying in harbour at Spezia, on the Gulf of Genoa, the principal war-port of Italy.



HOLDING COMMUNICATION WITH THE SURFACE THROUGH A TELEPHONE-BUOY: TALKING TO A SUBMERGED ITALIAN SUBMARINE.

The telephone-buoy first came into being as a device for use in cases of accident to submarines at depths down to 120 feet or thereabouts, as a means of holding communication with an imprisoned crew at the bottom. The idea originated in consequence of the disasters that befel certain of our earlier

means for a submarine desirous of keeping below the surface to receive instructions from an accompanying war-ship, whose mast-head range of vision would extend many miles. The telephone-buoy would, ordinarily, be attached to the hull of the submarine, and be floated off to rise to the surface when comsubmarines in comparatively shallow waters. Its possibilities in war-time are obvious; for example, as a munication was desired, where its connecting-wires would be linked to, a receiver and messages pass.









PRISONER-OFFICERS' QUARTERS IN GERMANY: ENEMY PHOTOGRAPHS OF A PRISONERS' CAMP FOR THE CAPTURED OF THE ALLIED ARMIES.

The photographs upon this and the opposite page were sent from Germany to the United States Embassy officers' servants. No. 4 is a scene in the office orderly. The methodical instincts which impel to the German Army, have the defects of their quality is the room of a zenior staff officer, simply but sufficiently equipped. No. 3 is the mess-room, with

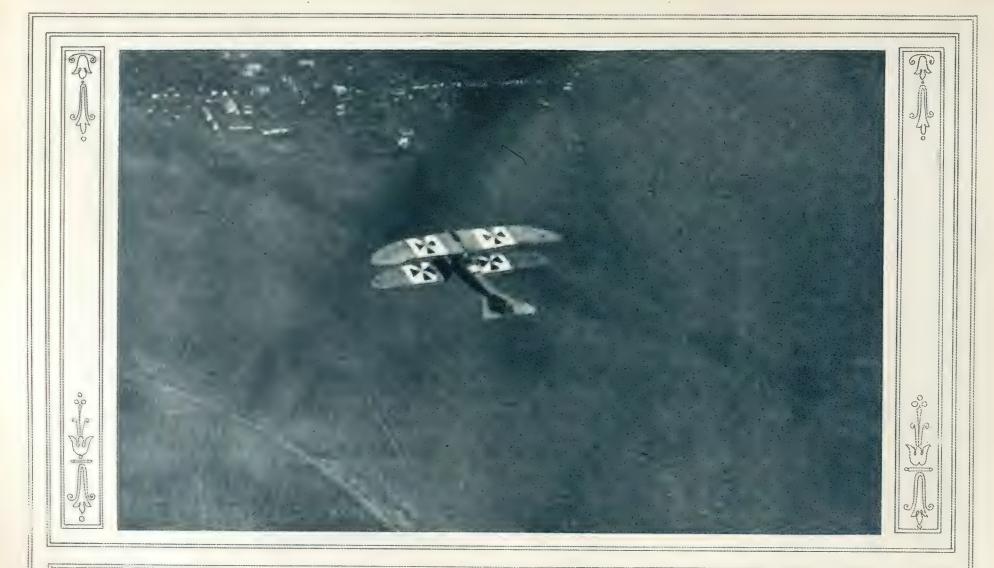
officers' servants. No. 4 is a scene in the officers' canteen, severe, inhospitable, but again clean and orderly. The methodical instincts which impel the German people, and especially that war-machine, the German Army, have the defects of their qualities, but that is no reason why the qualities themselves should not be recognised.—[Photos. by Universal.]



PRISONER-OFFICERS' QUARTERS IN GERMANY: THE ROOM OF SIX ALLIES' OFFICERS WHO ARE CAPTIVES OF THE ENEMY, AT FRIEDBERG.

This photograph, which shows how officers of the Allied Armies are housed in the German camp for prisoners at Friedberg, does not altogether accord with the accounts which have been given of some other German camps of the kind, but we hope that the comparative comfort here evident goes to show that the Germans have taken a leaf out of the British book of Donington Hall. This picture, like those

on the opposite page, is circulated here by the Press Bureau, and gives colour to the recent statement that, in some quarters at least, more humane treatment is being meted out to prisoners of war in Germany. Cleanliness and simple comfort are the "notes" of this room for half-a-dozen officers, and we may trust that it represents the better conditions which are said to obtain.—[Photo by Universal.]



WITH WINGS BEARING THE INEVITABLE IRON CROSS: A GERMAN BIPLANE IN FLIGHT, PHOTOGRAPHED FROM ANOTHER MACHINE FLYING HIGHER.

As this photograph (reproduced from a German paper) shows, German aeroplanes do not escape the Iron Cross, which is painted on them for identification purposes. Two, it will be seen, loom large on each wing of the biplane. The photograph, it is stated, was taken in the air from another German machine

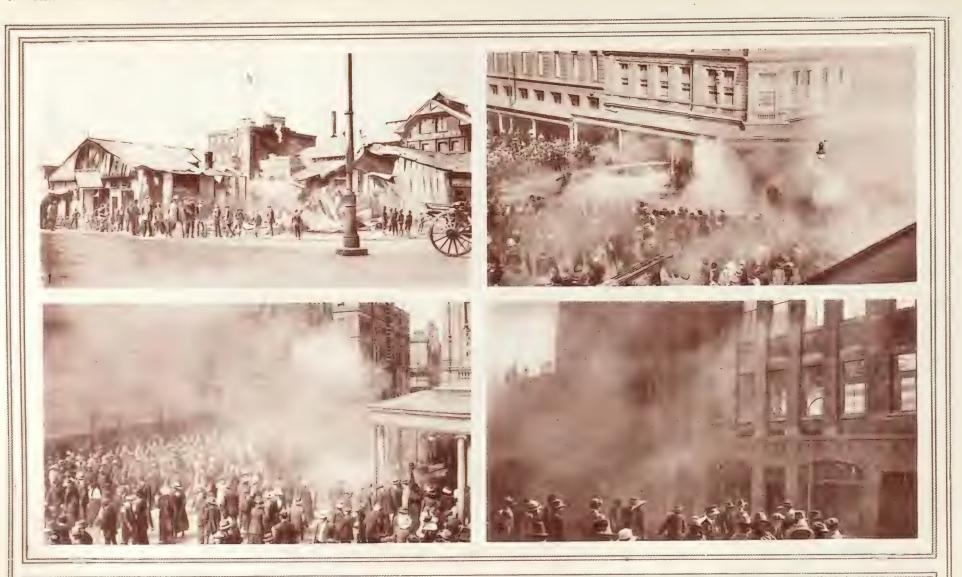
Germany has mentioned, is now universally used as a war-symbol in the social and commercial world. It is to be seen, for example, in many forms in the shop windows of jewellers, and even in the shape of children's chocolates. One enterprising draper at Hanover displayed night-shirts embroidered with that was flying at a higher altitude. The Iron Cross, as a neutral traveller who had recently visited | the Iron Cross, and was reproved by a local newspaper for "lack of taste."



THE END OF A MECHANICAL VULTURE: A GERMAN AEROPLANE BROUGHT DOWN BY SHELL-FIRE FROM FRENCH ANTI-AIRCRAFT GUNS.

In the war in the air our gallant Allies, the French, are more than able to hold their own against the Germans, while our own airmen have proved, time and again, their individual superiority to those of the enemy. In the French drawing here reproduced, "La Fin du Rapace" (The End of the Bird of

anti-aircraft guns. The French are equally successful in bringing down enemy machines by attacks from their own in the air, as in the case of a German aeroplane which recently flew towards Paris and dropped bombs on Villenoy. "The Aviatik," says a French communiqué, "was brought down by one Prey), a German monoplane is seen "nose-ending" to earth amid a shower of shells from French of our machines near Braine. Both the German airmen were killed."—[Drawn by Paul Jouve.]



AS GENERAL BOTHA SAID, "NOT THE WAY TO GIVE PROOF OF ONE'S PATRIOTISM": THE ANTI-GERMAN RIOTS IN JOHANNESBURG.

After the "Lusitania" outrage violent anti-German riots occurred in Johannesburg, Cape Town, and elsewhere in South Africa. In Johannesburg over fifty buildings, including the German Club, were wrecked or burned, the total damage caused being about £250,000. General Botha sent a strong message of disapproval. "In many cases," he said, "the victims have sons loyally fighting with me at the

front.... Surely this is not the way to give proof of one's patriotism." Our photographs, taken in Johannesburg, show: (1) An electrical shop wrecked in Commissioner Street; (2) A jeweller's shop burning at the corner of Pritchard and Ritsik Streets; (3) Crowds watching fires; (4) Messrs. Gundelfinger's premises in President Street gutted.—[Photos. by Topical.]



A GERMAN HOWITZER BATTERY LAAGERED FOR BATTLE IN FLANDERS; GETTING READY TO OPEN FIRE.

In this sketch, from an enemy newspaper, we get an unusual glimpse behind the scenes—a sight of a German howitzer battery laagered on a battlefield, with its component details and matériel auxiliaries ranged near by as during action. Towards the back, to the left of the centre, the elevated muzzle of one of the howitzers is seen sticking up into the air, with, round it, an artificial screen of transplanted trees | howitzers, with the train of ammunition-wagons carrying the ponderous projectiles.

as cover from hostile air-scouts. Near the reader a second howitzer-position is being prepared. A little in rear is the battery-commander's observation-ladder. Overhead is a captive kite-balloon for checking the range, while in rear of the guns are parked the traction-engines which tow the massive



A PROBLEM AT PRZEMYSL AND ELSEWHERE—THE HIGH-EXPLOSIVE-THROWING HOWITZER: ONE OF THE MONSTER AUSTRIAN SIEGE-PIECES.

In connection with the Austro-German bombardment of Przemysl, according to a German assertion, yet bigger ordnance than the "heavy guns up to 16-inch calibre" the Russians understood were used, took part in the attack. The Paris "Temps" of May 20 reproduced a statement from the German "Vossische Zeitung" to the effect that the Austrians in the campaign on the San were employing a new battery

of siege-howitzers of the almost incredible calibre of 52-c.m. (20.5-inch). The "Vossische Zeitung" states that the new pieces were used against Tarnow (south-west of Przemysl), during the initial stage in the advance on Przemysl. "The first shot from one of these guns," says the German journal, "destroyed a large tower at a distance of eleven miles. The shell weighs over a quarter of a ton more



WRECKER OF FORTRESSES BY MEANS OF HIGH EXPLOSIVES: AN AUSTRIAN GIANT SIEGE-HOWITZER; AND ITS TREMENDOUS SHELL.

than that of the 17-inch mortar." In any event, the moral of Przmysl is plain for British eyes. In but by the use they have made of their skilled industry, and especially the superior organisation of the the burning words of Mr. Lloyd George at Manchester: "The German triumph is due entirely to superior equipment, overwhelming superiority of shot and shell, of the munitions and equipment of war. That victory has been won not by strategy of the German Generals or by greater gallantry of their troops,

German workshop." The Minister of Munitions drove home his point: "I ask engineering firms of this country, I ask masters, I ask men, I ask everybody-put your strength into this task in order to save the lives of the most gallant set of fellows that ever quitted our shores."



SINKER OF TWO GUN-BOATS AND TWO TRANSPORTS IN THE SEA OF MARMORA: THE "E 14," CHEERED BY THE "PRINCE GEORGE'S" CREW.

The commander of "E 14," Lieut.-Commander E. C. Boyle, received the V.C. "for most conspicuous bravery, when he dived his vessel under the enemy mine-fields and entered the Sea of Marmora on April 27. In spite of great navigational difficulties from strong currents, of the continual neighbourhood

her passage to the Sea of Marmora," the Admiralty stated later, "she sank a Turkish gun-boat of the 'Berk-i-Satvet' class. In the Sea of Marmora she sank a transport on April 29; a gun-boat on May 3; a very large transport full of troops on May 10, and on May 13 compelled a small steamer to run of hostile patrols, and of the hourly danger of attack from the enemy, he continued to operate." "On herself aground. The return journey was made on May 18."-[Facsimile Sketch by a British Officer.]



A LITTLE-KNOWN INCIDENT AT THE DARDANELLES :- TOWING OFF THE "ALBION" A "SPLENDID FEAT OF SEAMANSHIP" BY THE "CANOPUS."

In this sketch by a British officer we are enabled to show (duly authorised, of course, by the Censor) an incident of the Dardanelles operations which is little known. As stated in the officer's notes pencilled on his sketch, the battle-ship "Canopus," by a "splendid feat of seamanship," towed off the battle-ship "Albion" which had run aground, on the evening of May 23, thus probably saving the latter from total

loss. Both ships at the time were under heavy fire. The "Canopus" has taken an adventurous part in the war. She was one of the British squadron in the battle off the Falkland Islands. The "Albion" was one of the ships that covered the memorable landing at Sedd-ul Bahr, where the "River Clyde" was beached.—[Facsimile Sketch by a British Officer.]



THE MEMORABLE LANDING ON "V" BEACH, IN GALLIPOLI: A PANORAMIC VIEW OF SEDD-UL BAHR, SHOWING THE RUINED VILLAGE AND

In our last issue we gave some photographs illustrating the scene of the historic landing at Sedd-ul Bahr, the most formidable of all those so heroically achieved at the southern point of Gallipoli, and the spot at which the novel experiment was tried of running ashore a liner—the "River Clyde"—with 2000 troops on board for disembarkation. We are now enabled to give, in the above panoramic photograph, a more

extensive view of this historic episode from a different point of view; that is, as seen from Fort I, a little further west along the coast. On the left in the background is the village of Sedd-ul Bahr, most of whose houses have been shattered by bombardment; further to the right are the ruins of the ancient Castle, also wrecked by the shell-fire of the war-ships, and on the right is seen the "River Clyde" grounded on the

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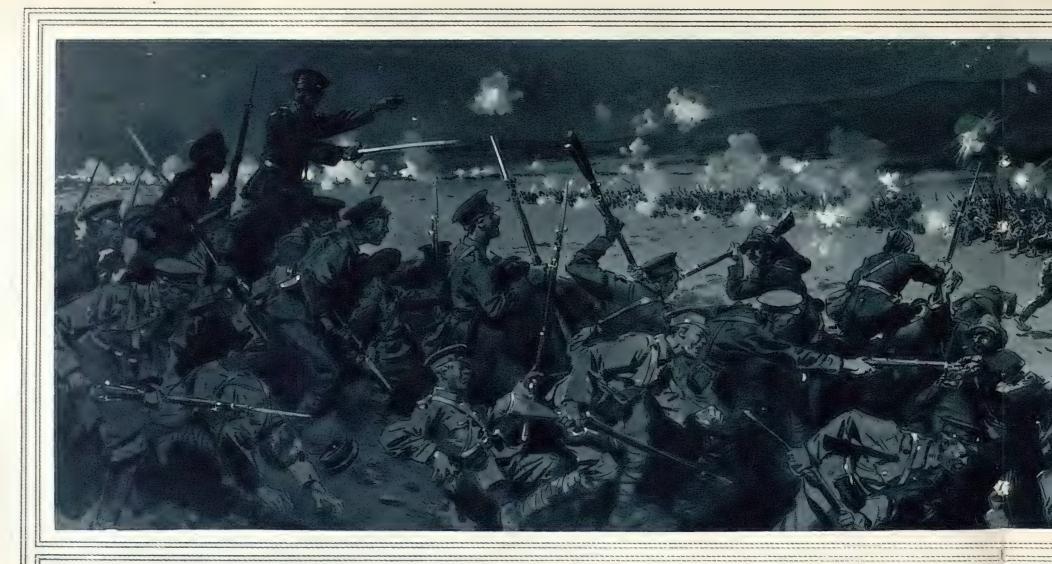


ANCIENT CASTLE, WITH THE TRANSPORT "RIVER CLYDE" RUN ASHORE FOR DISEMBARKING TROOPS, AND A CAMP OF THE ALLIES.

beach. As previously mentioned, this vessel has received various nicknames from the sailors and soldiers, such as the Horse of Troy, the Ship of Troy, the Iron Horse, and the Dun Cow. The allusion in the first two is, of course, to the famous legend of the fall of Troy, whose gates were opened to the besiegers by Greek warriors conveyed into the city, by a stratagem, hidden inside a wooden horse. The site of Troy, it

AND

will be remembered, is not far from Sedd-ul Bahr, but in Asia Minor, on the other side of the Dardanelles, the entrance to which is round the point at Sedd-ul Bahr seen in the above photograph. "The tuns of Sedd-ul Bahr," wrote an official correspondent after the landing there, "present an amazing spectacle. The Castle, forts and village are now little but a jumble of crushed masonry."



A MOONLIGHT BATTLE IN GALLIPOLI: TURKS ADVANCING UNDER CROSS-FIRE AND BOMBS F

The above drawing illustrates a night-attack by the Turks in the Gallipoli Peninsula under circumstances described in an official telegram recently issued at Cairo. "The Turks," it states, "effected a lodgment in some vacant trenches. Our troops counter-attacked with the bayonet and recaptured the firing-line trenches, whereupon the Turks in the support-trenches surrendered. Whilst this was going on heavy columns of the enemy advanced to make good the temporary local success. Visible in the bright moonlight to our gunners, these were able to bring to



AND BOMBS FROM THEIR OWN SECOND LINE SUSTAIN 2000 CASUALTIES. - DRAWN BY FREDERIC DE HAENEN.

s," it states, surrendered. to bring to bear a cross-fire at accurate and known ranges, the consequence being that the Turkish advance became demoralised, and their second-line bomb-throwers flung missiles into their first line, completing the rout. The enemy's casualties were at least 2000, whereas ours were 300." A similar instance of Turks firing upon each other by mistake was mentioned in another Cairo official message, which said: "It was stated by prisoners that two Turkish battalions had attacked one another by night near Gaba Tepe, losing heavily and ultimately stampeding."



EVIDENCE OF "A WONDERFUL FEAT OF ARMS": COLLECTING KITS OF DEAD AND WOUNDED ON "W" BEACH IN GALLIPOLI,

After the actual landing was effected on "W" Beach, there was still herce work to do. "That night," writes an official correspondent, "the situation again became very serious, for the Turks, having brought up large reinforcements, counter-attacked most determinedly. The beach parties of officers and bluejackets, the detachment of engineers, and of the Naval Division, who were disembarking stores, were

ordered to pick up their rifles and reinforce the firing-line. . . . With this reinforcement the thin khaki line held throughout the night. . . . Everywhere there is a scene of destruction and desolation, trenches knocked into shapeless heaps by shell-fire, abandoned kits, broken rifles, and wire. It is only by visiting the ground that you can realise what a wonderful feat of arms was accomplished there."-[Photo. Alfieri.]



AFTER THE LANDING IN "A DEATH-TRAP": AN ENCAMPMENT OF BRITISH TROOPS ON "W" BEACH IN THE GALLIPOLI PENINSULA. The landing on "W" Beach, between Cape Tekeh and Cape Helles, was one of the most formidable fusillade. The place can only be described as a death-trap. . . . The conduct of our troops throughout at the southern end of the peninsula, and was only achieved after a desperate struggle. "Everywhere," the day was splendid . . . Almost all those who landed in the centre were shot down. . . . At

writes an official correspondent, "the Turks had made trenches protected by barbed wire and held in 10 a.m. another regiment was landed, which, sweeping up the valley, cleared the Turks off the sky-line. force, while their snipers, hidden in the broken ground, covered every yard of the foreshore with a deadly It then became possible to clear the wounded from the beach and cut the barbed wire." - [Photo. Alfart.]



WITH THE UNION JACK AND THE TRICOLOUR FLYING SIDE BY SIDE: THE GREAT BROTHER-OFFICERS,

General Josse, Generalissimo of the armies in the western theatre of war, and Field-Marshal Sir John French, Commander of the British Expeditionary Force, have, it is common knowledge, worked as veritable brother officers. The complete cordiality of their personal relations could not be bettered. Throughout, they have kept in close touch, and their interviews at the Headquarters of either have been frequent. Both enjoy the

complete confidence of the combined armies in an exceptional degree. "It is not too much to say," wrote the "Times" correspondent after visiting both, "that Sir John French is as idolised by the British troops in Flanders as General Joffre by the men in the long, long line that starts from Switzerland." We see the two chiefs holding a review jointly of part of the British forces at the front. It took place recently,

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GENERAL JOFFRE AND SIR JOHN FRENCH, JOINTLY REVIEWING PART OF THE BRITISH ARMY IN FRANCE.

and the regulation distinguishing flags of the two Commanders-in-Chief, set parallel on the saluting base, the British Union flag and French tricolor, mark an incident unique in history. Specially observed at the review were the pipers of the Highlanders as they played the marching troops past. Our Scottish regimental pipers have taken a fine part in action—in the recent fighting with particular distinction. In the brilliant assault

on the German trenches at Richebourg on May 9, for instance, a notable feature was the heroism of the Black Watch pipers, who, two a company, played their comrades right up to the enemy, the sharp skirl of their pipes sounding above the din and crash of the Maxims and rifles and shrapnel. A British cyclist battalion is seen in the illustration in the act of passing the two Commanders-in-Chief.—[Photo. by L.E.A.]



1815-1915: "ON THE MORNING OF WATERLOO"-LADY BUTLER'S PICTURE OF THE SOUNDING OF THE LAST RÉVEILLE OF NAPOLEON'S CUIRASSIERS. In commemoration of the Waterloo Centenary, an Exhibition of Pictures by Lady Butler, on behalf of the famous "Scotland for Ever," are for sale on behalf of the Fund, which is for the assistance of the Officers' Families Fund, is being held at Messrs. Ernest Brown and Phillips' Leicester Galleries, in Leicester Square. By the courtesy of Lady Butler and the Proprietors, we publish the above illustration of the sounding of the last reveille of Napoleon's Cuirassiers on June 18, 1815. All the exhibits, except Napoleonic veteran whose battle-experiences are embodied in Erckmann-Chatrian's "Waterloo."

wives and dependent relatives of officers in monetary difficulties incurred during the war, and for prompt financial aid to officers' widows and orphans. The incident depicted is from the narrative of the



THE WATERLOO CENTENARY AND THE OFFICERS' FAMILIES FUND: "TOWARDS THE CLOSE OF THE BATTLE-GOD SAVE THE KING!" Lady Butler's Waterloo picture, "Towards the Close of the Battle-God Save the King," the bands (of the Allies) playing their National Anthem, as related by Sergeant Robertson, of the Gordon Highlanders, in his Diary, is offered for sale by the artist on behalf of the Officers' Families Fund. The Exhibition is at the Leicester Galleries, Leicester Square, and the above illustration is published by courtesy of the

proprietors, Messrs. Ernest Brown and Phillips, and of Lady Butler, all of whose pictures, except "Scotland for Ever," are for sale to help the fund. The incident is a unique one, and hardly another combatant at Waterloo would seem to have made special note of it - or, at least, to have written down any description of it now extant.



THE COALITION CABINET FOR THE GREAT WAR: THE "ILLUSTRATED LONDON NEWS" REMARKABLE PICTURE (IN MINIATURE).

- 1. Mr. Arthur Henderson; President of the Board of Education (Lab.)
- 2. Mr. Austen Chamberlain; Secretary of State for India (U.)
- 3. Mr. T. McKinnon Wood; Secretary for Scotland (L.)
- 4. Mr. Winston Churchill; Chancellor of the Duchy of Lancaster (L)
- 5. Mr. Bonar Law; Secretary of State for the Colonies (U.)
- 6. Lord Kitchener; Secretary of State for War (Non-Party).
- 7. Mr. Asquith; Prime Minister and First Lord of the Treasury (L.) .
- 8. Lord Crewe; Lord President of the Council (L.)
- 9. Mr. Lloyd George; Minister of Munitions (L.)
- 10. Mr. L. Harcourt; First Commissioner of Works (L.) II. Mr. Reginald McKenna; Chancellor of the Exchequer (L.)
- 12. Sir Stanley Buckmaster; Lord Chancellor (L.) 13. Sir Edward Grey; Secretary of State for Foreign
- Affairs (L.) 14. Sir John Simon; Secretary of State for Home
- Affairs (L.) 15. Mr. Walter Runciman; President of the Board
- of Trade (L.) 16. Mr. Augustine Birrell; Chief Secretary for Ireland (L.)
- 17. Mr. Walter Long; President of the Local Government Board (U.)
- 18. Lord Selborne; President of the Board of Agriculture (U.)
- 19. Sir Edward Carson; Attorney-General (U.)
- 20. Lord Curzon of Kedleston ; Lord Privy Seal (U.)
- 21. Mr. A. J. Balfour; First Lord of the Admiralty (U.)
- 22. Lord Lansdowne; No Portfolio (U.)



BRITAIN'S GREAT AND FINELY TRAINED NEW ARMY: FIELD ARTILLERY PASSING BEFORE THE KING AND QUEEN.

The King has taken his part strenuously as head of the Army from the very first. Indeed, hardly a only a few days ago his Majesty went the round of certain important armament and munition works other of the training centres to see the men under arms. As all the world knows, he passed some

in the North. Our illustration shows the scene at one of the most recent visits the King has paid to time at the front among the troops in France. He has constantly visited the wounded in hospital, and Queen and Princess Mary accompanied his Majesty.—[Photo. by C.N.] troops of the New Army in training at a principal centre in the Home Counties, on which occasion the

HOW IT WORKS: XXI.-OBSERVATION OF ARTILLERY FIRE.

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m M}^{
m OST}$ useful observation work is now done by aeroplanes, the observer noting the fire-effect of the battery and correcting its mistakes by signals. Whilst engaged in this work the 'plane is manœuvred so as to keep the battery between it and the sun, thus making the signals to the battery commander below more clearly distinguishable than if the sun were behind the machine. When observing for "line" (Fig. 2, on the opposite page) the aeroplane takes a course parallel with the line of fire,

observation being only possible on the outward journey, as the observer's back is towards the target whilst returning. Having secured an accurate line of fire, the observer now adjusts the "range" (Fig. 3), and, in order to do this, takes a course at right angles to his previous one, describing an elongated figure eight. By this means he keeps the target under continual observation. The battery commander makes signals by means of white cloths laid on the ground forming code letters; whilst the observer signals by using coloured lights, or he may give the information in a message dropped at the battery. Aeroplanes are freely used to locate enemy batteries, a difficult matter now that the use of smokeless powder is universal and the art of artificial concealment thoroughly understood.

Observation from a captive balloon is an easier matter, but this is only possible when out of range of the enemy's guns. Man - lifting kites (Fig. 4) are also employed for this purpose, and present a much smaller target than the balloon; but they

can only be used in windy weather, and may fall at a critical moment owing to a drop in the wind.

An interesting combination of kite and captive balloon, retaining certain advantages of both, is found in the kite balloon (Figs. 5 and 6). This machine consists of a sausage-shaped envelope (A) inflated with hydrogen, having the lower portion of its after-end partitioned off by a flexible fabric diaphragm (B) to form a "ballonet," the interior of which is open to the atmosphere by way of the funnel-shaped neck (C) pointing forwards. Round the after-end of the envelope (A) and extending forward beneath it is the rudder (D)-another air-bagalso opening forward at E. Horizontal stabilising planes (F) keep the machine steady at a definite angle. A tail (G), like that of a kite, is attached to the after-end, to which inverted cones (H) are fitted to give the necessary air-resistance. The "car," or basket (1), which carries

the observer is suspended beneath the envelope, and the whole balloon is anchored to a steam - windlass escape through the valve (L), auto-

by the rope (K), this rope, together with those carrying the car, being attached to the envelope by flaps of strong fabric instead of by the usual netting. This machine is more reliable than the kite in that it will fly without wind, and it is superior to the ordinary captive spherical balloon because it remains steady in a fluctuating wind and is less difficult to conceal and transport when on the ground. Its action is as follows: The wind entering the mouth (C) keeps the pressure inside the ballonet equal to that outside, and the diaphragm (B), reacting on the hydrogen, maintains the same pressure in the envelope. When the pressure of the wind becomes less, the air in the ballonet escapes through an automatic valve, and so adjusts itself to the new outside conditions. If for any reason the pressure of hydrogen becomes dangerously high, it is allowed to

BALLONET 6

FIG. 6 .- A COMBINATION OF THE CAPTIVE-BALLOON AND MAN-LIFTING KITE: A KITE-BALLOON SHOWN IN SECTION.

The diaphragm is shown white. The dotted line represents the position of the diaphragm when the hydrogen becomes dangerously high. At this position the cord (attached to the diaphragm) opens the valve L and relieves the pressure.

> matically opened by a cord (M) coupling it to the diaphragm (B). The result of all this complication is that the pressure inside the envelope is always the same as that of the wind at the moment; the envelope, therefore, always keeps its shape. The rudder (D) is also kept inflated by the wind entering through the mouth (E).



HOW IT WORKS: METHODS OF AERIAL OBSERVATION FOR DIRECTING ARTILLERY FIRE, BY AEROPLANE, KITE, AND KITE-BALLOON.

The success of artillery operations has, since the advent of the rifled gun, been largely dependent on the work of the observers whose business it is to keep the battery-commander informed as to the result of his fire, the target being, in most cases, out of his sight. The effective range has now reached such

selected, but it is of paramount importance that it commands a good view of the field of fire, so that the burst, with reference to the target, can be seen and reported at once to the battery by signal or a pitch that artillery without observation is quite useless. The observation-position (Fig. 1) is artfully ladder for observation work, whilst signalling materials are accommodated in the wagon body. telephone. Observation-wagons are frequently attached to field batteries. Each is fitted with a telescopic



THE SHAPING OF BRITAIN'S NEW ARMY BY OUR GREAT ORGANISER OF VICTORY-AND NEW KNIGHT OF THE GARTER:

In addition to his close and strenuous daily duty in Whitehall as Minister for War, and "Organiser of Victory," as the whole Empire is confident, Lord Kitchener makes opportunities, from time to time, for informal visits of inspection to the training camps and centres at various places within convenient access of Army Headquarters in the Metropolis. These are conducted quietly and without the smallest fuss or

official ostentation, but with a sifting and painstaking thoroughness, in keeping, in strict fact, with Lord Kitchener's chosen heraldic motto, "Thorough," which leaves out nothing essential. Thus Lord Kitchener is enabled to gain at first hand from personal observation invaluable information as to the state of training and readiness for field service of all branches of the New Army. The keen and alert interest in their

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KITCHENER "SERVICE" BATTALIONS MARCHING PAST AT A CAMP INSPECTION BY LORD KITCHENER, THE MINISTER FOR WAR.

military duties, which are peculiarly characteristic of all ranks of the New Army, make these inspections a real and practical test of fitness, and no matter of form. The men are seen at their work as it would be performed on service before the enemy, and the ensemble of the troops carefully scrutinised as they pass before the War Minister's eyes. As is fairly generally understood, all through the training of the "Service"

battalions and other branches of the New Army, no time has been wasted over the barrack-square evolutions which form an accessory portion of the professional soldier's peace-time training. Everything not actually indispensable for war purposes has been eliminated. All attention has been concentrated on soldiering under war conditions, and on that only: the result is splendid.—[Photo. by Record Press.]

Little Lives of Great Men.

XXL-MR. WALTER HINES PAGE.

THE U.S. Ambassador in London, Mr. Walter Hines Page, who has had much to do during the Great War, has held his post since April 1913. He is one of President Wilson's intimate friends, and is said to have been his original supporter for the Presidency. Mr. Page was born in Cary, North Carolina, on Aug. 15, 1855, and is the son of A. F. Page. He was educated at the Randolph-Mason College in Virginia, and later became a Fellow of the Johns Hopkins University, the great Maryland foundation. It is less as a politician than as a man of letters that the Ambassador has made his mark upon his time. From 1890 to 1895 Mr. Page was editor of the Forum, which is the most weighty and thoughtful of the American Reviews. For four years thereafter he edited the Atlantic Monthly, which is noted for its fastidious literary excellence, and has been called "the guardian ol the memories of the Cambridge School" enshrined in that famous New England magazine. It is precisely in this respect that Mr. Page's appointment carries on the succession of James Russell Lowell. During the period in question Mr. Page was literary adviser to the publishing firm of Houghton, Mifflin, and Co. In 1000 he joined Mr. Frank Nelson Doubleday in an undertaking which is now known as Messrs. Doubleday, Page, and Co., a publishing house that stands for excellence in literary production. For that house Mr. Page has edited, since its foundation, the periodical known as The World's Work. In the conduct of this magazine Mr. Page "found himself," as the saying goes,



THE UNITED STATES AMBASSADOR: MR. WALTER
HINES PAGE.

Photograph by Griffin.

and the periodical has always been a personal medium for his optimistic outlook on men and life. With the name of the magazine and of its editor many beneficent social crusades are associated. The company's chief offices are in the buildings known as the Country Life Press at Garden City, Long Island, and are a proof of the firm's interest in artistic town-planning. Mr. Page's home is in Garden City, where, until he was called upon to seek the atmosphere of Courts, he lived the life of a busy man of letters to whom peace and wellordered days in pleasant surroundings meant more than the struggles of the outer world. Yet he has been a man of affairs as well as a man of letters; he has taken the liveliest and most intelligent interest in matters of public welfare, and has won the respect of all who have been associated with him. He entered upon his high office amid good auguries, which time has amply fulfilled. Two years ago the United States did not see in Mr. Page just the qualities of a Choate, a Hay, a Bayard, or a Lowell; but his representation was welcomed as that of one who, thoughuntried in diplomacy, ought to perform his diplomatic duties as discreetly as the best of his predecessors. In a period of unexampled stress in 1913, Mr. Page . proved the competence of the man of books to handle high affairs of State. And, with it all, he maintains those unostentatious traditions which have made the American Embassy distinctive in the diplomatic world. Mr. Page is a charming speaker, and has a notable book to his credit, "The Rebuilding of Old Commonwealths." In 1880 Mr. Page married Alice, a daughter of Dr. William Wilson, of Michigan.





CROSSING A BRIDGE BUILT IN FIVE DAYS: GERMAN MOTOR-TRANSPORTS.

This photograph appeared in a German paper accompanied by the following description: "From the French theatre of war: A motor-transport column crossing a bridge. The bridge is 450 metres in length, and was built by German pioneers in five days under shell fire." The bridge, it will be seen, is of a type used by military engineers for enabling transport-vehicles and troops to traverse marshy ground.

AS GERMANY SEES ZEPPELIN RAIDS: ATTACKING AN ENGLISH COAST TOWN.

The description of this drawing in the German paper from which it is taken reads: "The terror of the Zeppelins: German airships firing on the English coast." It will be noticed that the German artist has been careful to insert a very conspicuous fort, with searchlights, and so on, but whether it is intended to represent the "fortress" of Southend or that of Ramsgate, he discreetly avoids mentioning.





WEARING THE RESPIRATORS WHICH SAVED THEM: WOUNDED BRITISH SOLDIERS.

Had it not been for the anti-gas protective respirators which they are seen wearing, it may be taken for granted that the three wounded British soldiers shown here at a certain railway station on their return from the front, would almost certainly have figured among the "killed" in one of the recent casualty lists. With the dense poison-fumes all round, wounded men have little chance.—[Photo. by L.N.A.]

TO ENABLE MEN FOLLOWING TO KNOW THEIR OFFICERS: BACK-BADGES.

To avoid confusion amid the unavoidable intermixture of units during the rush forward when attacking positions, owing to the impossibility of recognising the company and platoon leaders, the device is adopted of fastening regimental badges at the backs of our officers' coats.—[Photo. by Newspaper Illustrations.]



FIGHTERS FOR THE FREEDOM OF EUROPE: X.—OFFICERS OF THE 2/15TH BATT. THE LONDON REGIMENT (PRINCE OF WALES' OWN CIVIL SERVICE RIFLES). In the group, from left to right, are (Back Row, standing): Lieut. C. H. Rimington, 2nd Lieut. A. V. | and Hon. Major E. W. Neales, Capt. A. E. Saunders; (Front Row): 2nd Lieut. W. S. H. Smith, Lieut. Lewis, and Lieut, H. Rust, and Lieut. C. Kilner, and Lieut. B. Alexander, Lieut. T. L. Adamson, Lieut. K. A. Wills, 2nd Lieut. A. W. Houseman, 2nd Lieut. J. H. Randolph; (Middle Row): Lieut. and Quartermaster A. A. Joslin, Capt. A. G. T. Hanks, R.A.M.C., Capt. A. A. Oliver, Major E. F. Strange,

Viscount Gormanston, Lieut, and Hon. Major H. D. Lewis, Capt. W. T. Kirkby, 2nd Lieut. E. E. Andrews. The headquarters of the battalion are at Somerset House, which has been the permanent centre and recruiting-depot of the corps from the first, ever since its enrolment forty-five odd years ago, as T.P., Lieut.-Col. R. G. Hayes, T.P., Lieut. and Acting-Adjutant A. W. Gaze, Capt. F. F. Tarver, Capt. | the Nation's answer to the threatened invasion of England by Napoleon III.—[Photo. by Bassano.] one of the "crack" regiments of the Great Volunteer Army which suddenly sprang into existence as









FIGHTERS FOR THE FREEDOM OF EUROPE: X.—THE 2/15TH BATTALION THE LONDON REGIMENT (PRINCE OF WALES'S OWN CIVIL SERVICE RIFLES).

The 2-15th (County of London) Battalion, the London Regiment (Prince of Wales's Own Civil Service Rifles) is the official style of the corps which finds place this week in our series, Fighters for the Freedom of Europe. The London Regiment is a Territorial corps constituted in twenty-eight battalions, according to the official "Army List." The 15th were formerly the Civil Service Rifles, one of the

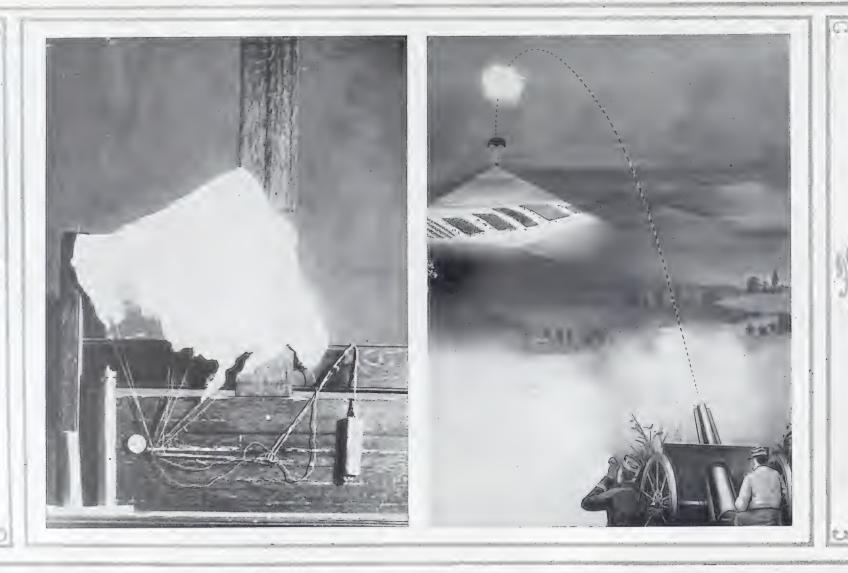
best-known of the old Volunteer corps which became Territorials under Lord Haldane's reorganisation scheme. Photograph No. 1 shows the 2/15th on a route march while under training in Hertfordshire. No. 2 shows the Colonel hearing reports from the officers and N.C.O.s and issuing instructions. No. 3 shows signallers "flag-wagging." No. 4 shows men off duty—[Photos. by S. and G.]



FIGHTERS FOR THE FREEDOM OF EUROPE: X.—THE 2/I5TH BATTALION THE LONDON REGIMENT (PRINCE OF WALES'S OWN CIVIL SERVICE RIFLES). The London Regiment is entirely Territorial, which differentiates it from the Royal Fusiliers, "The City

of London Regiment." That has no Territorial battalions, and consists solely of Regulars, Special Service (ex-Militia) battalions, and "Service" battalions. The 15th received their title, "Prince of

their raising as a Volunteer corps in 1860. Photographs Nos. 1 and 2 show the 2-15th Battalion at battlefield drill; in No. 1 supports are seen moving up to reinforce the firing-line; in No. 2, the actual firing-line is in action, advancing by alternate rushes. No. 3 shows cyclist scouts communicating with Wales's Own," from Queen Victoria, King Edward VII. being Colonel of the Civil Service Rifles from their officer by telephone. No. 4 is Lieut.-Col. R. C. Hayes, T.D., the Commandant.—[S. and G.]



LIGHT FOR GERMAN ZEPPELINS: A PARACHUTE-SHELL FIRED FROM A PISTOL.

The first of the two illustrations given above shows a German parachute-light. According to the supplier of the photograph, this is shot from Zeppelins during night-attacks. The light itself and its parachute attachment are enclosed in a brass tube and are fired from a pistol. At a height of 1000 feet, it is said, the light illuminates a radius of 500 square yards, and burns for a quarter of an hour. The

LIGHT TO DISCLOSE ADVANCING TROOPS: A PARACHUTE-SHELL FIRED FROM A GUN. second illustration shows the firing of a parachute-shell from a gun. This is used to light up the area well in front of the artillery and so disclose any movements of troops which may be taking place. Such parachute light-shells have been used extensively by the various armies engaged during the Great War.—
[Photo. No. 1 by Newspaper Illustrations.]



ENEMY MUNITION WORKS ATTACKED FROM THE AIR: THE LUDWIGSHAFEN FACTORIES BOMBED BY EIGHTEEN FRENCH AEROPLANES, WITH GREAT SUCCESS. Ludwigshafen is an industrial town on the Rhine, opposite Mannheim, and the recent raid upon its great | mile or two away. Enormous furnaces of smoke proved the success of the venture. It is true that

one of the machines was brought down." It is believed the descent was normal, and that the occupants set thing like 250 miles to achieve a result of real military importance. The Paris official account of the raid fire to the aeroplane. The factory, probably the largest in the world for anilines, has latterly been devoted says that "49 bombs were dropped on the aniline and soda factory, and 36 on the Oppau factory, a to munitions.—[Drawn by A. Mationon, from a Photograph and Material supplied by an Eye-Witness.]



TENT-SLEEPING AT THE DARDANELLES: IN ONE OF THE FRENCH CAMPS ON THE GALLIPOLI PENINSULA.

other expeditions in Northern Africa, and in the Lake Tchad country. Their own transport and camp military camps in England, and also the small French pattern of light shelter-tent or "tente d'abri," experience gained in those campaigns has, indeed, proved highly useful to the French in the organisation light enough to be carried by the men themselves with their packs.

The French troops in the Gallipoli Peninsula have adapted themselves in the every-day-life arrangement of the campaign to the methods customarily employed by the French columns when on punitive and



"DITCH"-SLEEPING AT THE DARDANELLES: REST-"TROUGHS" OF BRITISH SOLDIERS ON THE GALLIPOLI PENINSULA.

The British troops serving on the Gallipoli Peninsula with the Dardanelles Expedition, Territorials, Aus- lie wrapped in their blankets. Tent equipment, however, is of course at hand, and will be available tralians, New Zealanders, and Indian Contingent alike, for the most part bivouac in the open at night in their encampments. The French photographer whose picture of one of the British camps forms the

Mr. Winston Churchill said of the Dardanelles operations: "Those who suppose that Lord Kitchener has

when necessary. The organisation of the expedition has been based on full climatic experience. As above illustration, describes the British as excavating shallow troughs in the ground in which the men embarked upon them without narrowly and carefully considering their requirements, are mistaken."









ESCORTED BY AUSTRALIANS: GERMAN AND TURKISH PRISONERS MARCHED THROUGH CAIRO.

The sight of these German and Turkish prisoners from the Dardanelles may well have suggested to the people of Cairo the approach of that much-longed-for victory of which Mr. Churchill spoke at Dundee—
"a victory such as this war has not yet seen." "Turkish prisoners who have recently arrived in Egypt," said a recent official telegram from Cairo regarding the Dardanelles, "say that the Ottoman losses in

the fighting in the Gallipoli Peninsula have been terribly heavy. . . . The prisoners in some cases frankly admit that they do not know in the least why Enver Pasha and Talaat Bey went to war, while others curse the Germans most heartily." Several of the prisoners seen in the photograph have a German type of face. They are escorted by Fustralians— $[Photo.\ hv\ \bar{L}.N.A.]$